

GEOGRAPHIC INTELLIGENCE MEMORANDUM

CIA/RR GM 62-4
April 1962

AIR ACCESS TO BERLIN



CENTRAL INTELLIGENCE AGENCY
OFFICE OF RESEARCH AND REPORTS

WARNING

This material contains information affecting the National Defense of the United States within the meaning of the espionage laws, Title 18, USC, Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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<u>Outgoing</u>				
Highway	1,175,961	62.2	1,059,839	61.6
Rail	273,801	14.5	240,947	14.0
Water	430,017	22.8	410,876	23.9
Air	9,993	0.5	8,471	0.5
Total	1,889,772	100.0	1,720,033	100.0

Figure includes all rail passengers crossing border of Federal Republic, exclusive Berlin statistics not available.

The US, UK, and French garrisons in West Berlin normally receive the bulk of their military supplies by surface transport, via one highway and one rail line that cross the border at Helldorf and three air corridors, which connect Berlin with Hamburg, Hannover, and Frankfurt. Five authorized crossing points, including Helldorf-Marienberg, were established to serve the far greater civilian needs in terms of freight and passenger service between West Berlin and the Federal Republic of Germany.

Immediately after World War II, Western access to Berlin was governed by an informal arrangement between the United States and the Soviet Union. The United States operated the railroad and automobiles from isolated West Berlin, while the Soviet Union operated the lines that led to the establishment of the air corridors. The United States proposed that the four major air corridors be expanded to include the Soviet Union and the Western Bloc. The present three plus others to Copenhagen, Warsaw, and Prague. The Soviet Union agreed to the proposal on 30 November 1945. The Allied Control Council approved a paper that provided for the expansion of the air corridors. The north corridor is 139 nautical miles long, the central corridor is 139 nautical miles long, and the south corridor is 260 nautical miles. The paper stipulated that flight routes be established without notice and that the United States be responsible for drawing up safety measures and flight rules. The Soviet Union would meet with the Air Directorate of the Control Council. A final agreement was reached in February 1946, and the Berlin Air Safety Council (BASC) was established.

Notes for Aircraft Flying in the Air Corridors of Germany and the Berlin Control Zone, dated 22 October 1946. Although the corridors are located and are specified with a width ascribed as 30 statute miles wide, no maximum or minimum altitudes are given. A maximum altitude of 35,000 feet, however, is specified for the Berlin Control Zone, which is the same as the Allied Control Zone. The Berlin Corridor (17.6 nautical miles) of the Allied Control Zone is within a radius of 30 statute miles of this building and therefore do not have identified boundaries. The Berlin terminal area extends 15.6 nautical miles to the east, 15.3 nautical miles to the south, and 19 nautical miles to the north of Tempelhof Airport.

The number of military flights varies considerably, but US flights have probably averaged from 125 to 150 round trips per month. No estimates are available for UK and French military flights.

Today, however, most Berlin has a much higher standard of living than before the 1940's airlift, except large numbers of the influx of new industries and the expansion of old industries. To maintain this level of living, the city needs an average of 10,000 tons of freight daily in 1961, using transport of all types. If an airlift becomes necessary, it will be a very different one from the 1948-49 airlift. The problems of the 1948-49 airlift were not only the need for a large number of aircraft having different performance characteristics, but also the need for air-traffic control, similar transport movements now could be handled by a few aircraft. The flight because of the availability, sufficient number, of transport aircraft possessing far greater cargo capacities and more efficient, faster and more economical, and more versatile stages of an airlift, the need for a large number of aircraft would be reduced. The need for an airlift capable of supporting a large number of aircraft would be reduced. The need for an airlift capable of supporting a large number of aircraft would be reduced.

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The Soviet Harassment Potential

The restriction on flights to corridors only 20 miles wide and the high incidence of weather unsuitable for flying by Visual Flight Rules (VFR) necessitate the use of instrument flight rules (IFR) for all flights. The IFR procedures make it subject to interference by ECM. For VFR operations the most favorable weather condition is the minimum visibility equal to or greater than 3 miles at Berlin, Hamburg, and Frankfurt. The most unfavorable weather occurs from September through March, when the weather is generally foggy and the visibility is generally less than 10 percent of the norm. The incidence of VFR conditions along the central and north corridors is higher - 30 to 40 percent, depending on the season. The weather conditions require 100 percent reliance must be placed on navigational aids, en route and terminal.

According to recent estimates the Soviet I-300 fleet in East Germany have the capability to interfere seriously with the flight operations in the Berlin corridors. Although no positive association has been made between certain operational antennas and the I-300, the I-300 is capable of intercepting and jamming the I-300 to intercept and jam on any frequency now utilized by Western aircraft engaged in

Another form of interference with an aircraft now available is "mesonizing." "Mesonizing" is the name given to a deceptive type of ECM, which consists of transmitting over a powerful antenna with the same or (nearly the same) frequency and emission characteristics as the known navigational beacon. These "spoofed" beacons are intended to lure aircraft off their intended paths by simulating genuine beacons located at terminal points or important turning points. Although not officially confirmed, there have been a number of incidents in which deliberate false beaunings may have been employed against US aircraft.

* Buzzing occurred 77 times, close flying 96, flak 54, air-to-air fire 14, flares 59, radio interference 82, searchlights 103, air-to-ground fire 42, ground fire 55, ground explosions 39, rockets 4, balloons 11, chemical laying 5, bombing 36, unidentified objects 7.

Surface-to-air missiles are particularly useful as a psychological weapon. Currently, Soviet missiles are deployed so as to provide coverage of all of the air corridors and the Berlin terminal area. Furthermore, being mobile, missiles now deployed elsewhere could be shifted to provide additional strength in the near future.

The USSR has also utilized procedural tactics for purposes of harassment. Among these have been the filing of flight plans in advance of the West, increasing the number of flights in the corridors, and varying flight patterns to establish a basis for a refusal to guarantee the safety of Western flights because of the priorities of Soviet flights. The USSR has also threatened the West should change its flight procedures by filing flight plans 24 hours in advance, by providing border-crossing times, and by maintaining aircraft within specified and shifting levels.

Prospects

Recent Soviet tactics seem to be designed to whittle away Western rights and to denigrate the need for a single air-traffic control, preferably under a neutral regime. By establishing the fact that Soviet planes have the legal right to use the corridors at any time without restrictions on the number of flights. Acceptance of the Soviet demands to change procedures would imply that the Western Powers had accepted the existence of a new situation and had acknowledged that when entering the corridors they had crossed an international border and were seeking permission to use a corridor under Soviet control. The status of flights in the corridors would then have made a complete reversal from Soviet allegiance to Western flights to Western accommodations to Soviet

Aside from building up its own capability to interfere with Western access to West Berlin, the Soviet Union would have set the stage for East German usurpation of what could be described to the world as sovereign prerogatives. The Soviet Union would have been the first to violate the Four Big Powers of Germany to the East German People's Police on 1 February 1950, it laid down the principle of free movement of German citizens between East and West Germany on the principle of free movement of Germans between East and West Germany, a principle provided for in the quadripartite Agreements of 1945. The Soviet Union would have been the first to violate the Four Big Powers of Germany to East German customs and immigration control. Recent publications and official statements of the Soviet press have indicated that the Soviet Union would have over air traffic alone. In addition, Soviet statements have indicated that, following the signing of a peace treaty, the Soviet Union would have been the first to violate the Four Big Powers of Germany to East German customs and immigration control. In addition, Soviet statements have indicated that, following the signing of a peace treaty, the Soviet Union would have been the first to violate the Four Big Powers of Germany to East German customs and immigration control.



In the field of electronic warfare the USSR has recently assigned East Germany a more active role. This action may be related to East German claims to the right to control the entry of civil aircraft into Berlin and, after the completion of the peace treaty with the USSR, the right to control all access to Berlin.

In developing Schoenefeld the East Germans have recently modernized transportation facilities for airlines to East Berlin and have developed a system of international air routes on which Schoenefeld is either a stop or a terminal. Bulgarian, Czechoslovakian, Hungarian, Polish, Rumanian, and Soviet airlines have about 21-1/2 flights scheduled into Schoenefeld each week, and the East German airline has 10-1/2 flights scheduled out from Schoenefeld each week. Schoenefeld is a stop on each of the scheduled internal routes: Berlin-Karl-Marx-Stadt and

The USSR has provided itself and East Germany with a broad basis for harassment of Western access to Berlin. These tactics are well suited to bringing pressure on the West to discuss not only the question of air access but the larger political questions such as of the status of West Berlin and the recognition of East Germany.

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Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

C-O-P-Y

10 April 1962

25X1A

25X1A


[REDACTED] called with regard to the paper OPR did for the Berlin Task Force. Received the following message from Mr. Karlow which he thought you might wish to put in the official OPR commendation file:

"Mr. Kohler termed the paper on Air Access to Berlin (CIA/RS 62-4) as 'very helpful and valuable' and asked me to pass his comments and his appreciation to the persons responsible."

[REDACTED] 25X1A

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

CONFIDENTIAL

TRANSMITTAL SLIP		DATE 11 April 1962
TO: Chief, D/GG		
ROOM NO. 3E58	BUILDING Edg.	
REMARKS The original of the attached note has been passed on to St/P/C for the OKK Commendation File. 		
FROM: O/Ch/G -- Jo		
ROOM NO.	BUILDING	EXTENSION 5061

STATINTL

CONFIDENTIAL

C-O-P-Y

10 April 1962

25X1A

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TRANSMITTAL SLIP		DATE
		11 April 1962
TO: Chief, D/CG		
ROOM NO.	BUILDING	
3E58	Edqs.	
REMARKS:		
<p>The original of the attached note has been passed on to St/P/C for the ORR Commendation File.</p>		
<div style="background-color: black; width: 300px; height: 150px; margin: 10px auto;"></div>		
FROM: O/Ch/G -- Jo		
ROOM NO.	BUILDING	EXTENSION
		5061

25X1A

OTHER REPORTS ORIGINALLY SELECTED FOR BRIEFING THE DCI, BUT NOT USED:

GM 62-1, 4, 6, and 8 February-April 1962
The Berlin Wall; Air Access to Berlin; The Status of the
Berlin Wall; and Surface Access to West Berlin

This group of four GM's was prepared in 1962 at the request of the Berlin Task Force, headed at that time by Foy Kohler. These very concise studies bring together a wide variety of fugitive information on the physical, political, economic, and legal aspects of West Berlin and the Berlin Wall.

SECRET

GM 62-2
Malaysia

March 1962

This GM was produced for ONE in support of an NIE on the then newly proposed Federation of Malaysia. It provides a great variety of basic data on the physical situation, economic aspects, population, and problems of the territories that will be merged in the Federation.

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GP 61-48, Part III April 1962
Congolese Tribal Affiliations and Disputes -- Part III:
Tribal Relationships in Leopoldville Province

In connection with increasing U.S. involvement in the Congo, OCI asked the geographers in 1961 for a compilation of data on tribal affiliations and disputes. Subsequent dissemination was made to DD/P and a wide variety of other users. This 1962 report on tribal relationships in Leopoldville Province completed the study.

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25X1C

25X1A

GP 62-60:L
Area 18: [REDACTED]

March 1962

In January 1962 TFW and the DD/I, represented by [REDACTED] determined that operational planning on Cuba required the preparation of basic analyses of the areas most suitable for resistance operations. The Geography Division was asked to select and analyze these areas according to established criteria. [REDACTED] was the first study produced.

25X1C

25X1C

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Record of Man Hours for Report No. GM 62-4

Project No. 63.1990

	<u>Analyst</u>	<u>Editor</u>	<u>Coordinator</u>	<u>Clerical</u>
Totals	<u>180</u>	<u>55</u>	<u>-</u>	<u>29 1/2</u>

Period during which man hours charged:

From: Mar 62
To: Apr 62

SECRET

DISTRIBUTION LIST

Title of Report AIR ACCESS TO BERLIN **Date** April 1962
Report Series No. GM 62-1 **PN** 63,1990 **Classification/Control** SECRET
Requester S. Peter Karlow, State, Opr. Center, 7513 New State
Analyst and Branch [REDACTED] GG/E 25X1A **Maps** 36025 **Pictures**

Copy No.	To	25X1A	Date	Copy No.	To	Date
371	[REDACTED]			391 thru 406	D/GC	6 Apr 62
372	OC1 via [REDACTED]			407 thru 506	D/GG delivered to Karlow, State	6 Apr 62.
373	9 Aug 62	25X1A		507	[REDACTED] St/P/g 25X1A	
374	Destroyed 12 Aug 63 [REDACTED]			508	Ch/G [REDACTED] has)	6 Apr 62 25X1A
375				509	Ch/G 25X1A	6 Apr 62
376		25X1A		510	[REDACTED] OSI/ECM	9 Apr 62 ([REDACTED])
377	Destroyed 12 Aug 63 [REDACTED]			511	[REDACTED] OCI	" " 25X1A
378	BRINE 7-E-62 11 Jul 65			512	[REDACTED] OCI/Mil.	" " 25X1A
379				513	[REDACTED] St/R/ERA	" "
380				514	[REDACTED] ONE	" " 25X1A
393	Circulated in D/GG			515	GG/E [REDACTED]	6 Apr 25X1A
394	GG/E [REDACTED]		18 May 62	516	D/GG	
395				84	[REDACTED] 25X1A	9 Apr 63
396		25X1A		85	Destroyed 12 Aug 63 (mass)	
				86	[REDACTED] on lg. 7 APR 11 Oct 63	

Remarks:

25X1A

Total: 516

SECRET

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

Project No. 63-1930

Report No. GM 62-4

<u>Reviewed and Approved by</u>	<u>Date Released</u>
Analyst <u>JDS</u>	<u>19 Mar 62</u>
Branch Chief <u>Port</u>	<u>19 Mar 62</u>
Special Asst. <u>MMB</u>	<u>21 Mar 62</u>
Division Chief <u>↑</u>	

<u>Editing and Review</u>	<u>Date</u>	<u>Instructions for Final Typing</u>
Editor <u>LO</u>	<u>26 Mar</u>	For Photolith _____
Editor/Analyst <u>LO/TSS</u>	<u>27 Mar</u>	For Multilith _____
Typist (final) <u>MED (Port)</u>	<u>27 Mar</u>	For Ditto _____
Proofreaders <u>1</u>	<u>27 Mar</u>	On Bond with _____ carbons
		Other _____
Analyst <u>TSS</u>	<u>28 Mar</u>	

<u>Maps</u>	
Compilation Branch _____	
<u>Map Number</u>	<u>Subject</u>
_____	_____
_____	_____
None _____	

Other Instructions and Comments Recd - 22 Mar from RTH

Final Editorial Approval
Before Reproduction and
Distribution

All changes
on Final Copy _____

Dittoed copy
(assembled) _____

Proof copy
(from Repro) _____

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

GM 62-1, 4, 6, and 8

February-April 1962

The Berlin Wall; Air Access to Berlin; The Status of the Berlin Wall; and Surface Access to West Berlin

This group of four GM's was prepared in 1962 at the request of the Berlin Task Force, headed at that time by Foy Kohler. These very concise studies bring together a wide variety of fugitive information on the physical, political, economic, and legal aspects of West Berlin and the Berlin Wall.

Coordinators on project:

Air Access to Berlin

25X1A

Name: [REDACTED]
Other Inf.: ERA, S/TR, 3G49, x6700

Name: [REDACTED]
Other Inf.: ERA, S/TR, 3G49, x6811

25X1A

Name: [REDACTED]
Other Inf.: OCI 3G 7G50, x7441

25X1A

Name: [REDACTED]
Other Inf.: OCI Air Military 6G29, x5361

25X1A

Name: [REDACTED]
Other Inf.: ECM, 5G03, x5906 x5950

25X1A

Name: [REDACTED]
Other Inf.: ECM, 5G03, x5906

25X1A

27 March 62

25X1A

[REDACTED] ONE, furnished a copy (draft)
for briefing.

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7
Geography Division, ORR

Project Initiation Memorandum

Project No.: 63.1990

28 February 1962

1. Subject of Proposed Project: Air Corridors to Berlin.
2. Statement of Problem: A Geographic Intelligence Memorandum will be prepared giving information on the air corridors for Western traffic to Berlin over East Germany, to include the topics listed in paragraph two of the attached memorandum. The report will also discuss briefly the rail, highway, and canal routes to Berlin, to set the air traffic situation in the perspective of the total traffic picture.
3. Requester: Serge Peter Karlow, State Department Operations Center. Memorandum of 27 February 1962, on the subject Assistance on the Air Corridors, is attached. For the Berlin Task Force. 25X1A
4. Responsible Analyst, Branch: [REDACTED] with assistance of [REDACTED] 25X1A
5. Kind and Extent of Cooperation Desired From:
 - A. Other Divisions of the G Area: D/GC will prepare map or maps.
 - B. Other Parts of CIA: Information will be secured from OSI and ERA.
 - C. Outside CIA: Berlin Alert Group, Defense Department, probably.
6. Estimated Manhours in D/GC: 120.
7. Publication Date: 23 March 1962
8. Form of Final Publication: CIA/RR GM.
9. Recommendations for Distribution of Finished Report: Standard dissemination for GM plus necessary copies to requester (probably 100).

25X1A

25X1A [REDACTED]

Chief, Geography Division

25X1A

[REDACTED]
/Chief, Geographic Area

Date

5 March 62

Date

7 Mar

Acting Assistant Director, ORR

~~S-E-C-R-E-T~~

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

27 February 1962

MEMORANDUM FOR: Deputy Director (Intelligence)

ATTENTION: [REDACTED] 25X1A

SUBJECT: Assistance on the Air Corridors

1. In my memo of 27 February on "ORR Geographic Intelligence Memoranda," I requested (para 2 b) on behalf of the Berlin Task Force a Geographic Intelligence study of the air corridors. This is to confirm that request and to restate and elaborate on the EEI's for such a study.

2. The study should include most or all of the following:

- (a) Traffic in the corridors
- (b) Navigational facilities
- (c) The location of Soviet airfields
- (d) The location of SAM sites (confirmed and probable)
- (e) The location of ECM equipment (confirmed and probable)
- (f) DDR civil and military airfields.
- (g) DDR scheduled civil air routes and traffic.

3. I would appreciate an estimated date of completion.

(signed)

SERGE PETER KARLOW

cc:

2 - DDI
2 - EE/ [REDACTED] 25X1A
2 - DD/P (files)
1 - Chrono

~~S-E-C-R-E-T~~

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM			
UNCLASSIFIED		CONFIDENTIAL	
CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP			
TO	NAME AND ADDRESS	INITIALS	DATE
1	Ch/G	<i>[Signature]</i>	5 Mar 62
2	AD/RR	<i>[Signature]</i>	5 Mar
3	OCh/G	<i>[Signature]</i>	7 Mar
4	D/GG/ [REDACTED] 25X1A		
5			
6			
<input type="checkbox"/>	ACTION	<input type="checkbox"/>	DIRECT REPLY
<input checked="" type="checkbox"/>	APPROVAL	<input type="checkbox"/>	DISPATCH
<input type="checkbox"/>	COMMENT	<input type="checkbox"/>	FILE
<input type="checkbox"/>	CONCURRENCE	<input type="checkbox"/>	INFORMATION
<input type="checkbox"/>		<input type="checkbox"/>	PREPARE REPLY
<input type="checkbox"/>		<input type="checkbox"/>	RECOMMENDATION
<input type="checkbox"/>		<input type="checkbox"/>	RETURN
<input type="checkbox"/>		<input type="checkbox"/>	SIGNATURE
Remarks: <i>1 to 4: Note additions made to #3 and 5B at suggestion of A/AD.</i>			
FOLD HERE TO RETURN TO SENDER			
FROM: NAME, ADDRESS AND PHONE NO.			DATE
D/GG/RR <i>[Signature]</i> 3-E-58 6018			1 Mar 62

SECRET

27 February 1962

MEMORANDUM FOR: Deputy Director (Intelligence)

ATTENTION:

25X1A

SUBJECT: GSR Geographic Intelligence Memoranda

1. An GSR publication entitled "The Berlin Wall" (CIA/IR GN 62-1) has attracted favorable attention among several members of the Berlin Task Force. A hundred copies have been requested (and received) for distribution as a Task Force document.

2. In addition to favorable reactions, I have received several requests from Berlin Task Force members for further studies of this type, specifically:

yes if needed

(a) Could "The Berlin Wall" be released at periodic intervals? Reissums should be classified no higher than "Official Use Only" and should be so prepared as to make possible distribution to the Quadripartite elements of the Berlin Task Force, meaning British, French, and German government representatives.

63.1990

(b) Air corridors. In view of the great current interest in this subject the early appearance of a similar study of the air corridors would be appreciated. This study, also of the lowest possible classification but available for Quadripartite distribution, should include information on traffic, navigation facilities, the locations of Soviet air fields, the location of confirmed and possible West bloc, location of East German civil air fields, and known East German civil air routes.

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3. This is the second OHR publication bearing on the Berlin situation that has generated Berlin Task Force interest. The other was a "Current Support Brief" on East German surface transportation, CIA/HR 68-62-1. In addition, when the OSI Berlin Handbook appeared, 73 copies were requested for distribution by the Task Force. I believe it would be worthwhile for us to come over soon and see what other material or resources within OSI or elsewhere could make further contributions to the work of the Task Force.

SECRET FURTHER HANLOW

Out

- 2 - HR
- 2 - HR/ [REDACTED]
- 2 - HRP (JLH)
- 1 - OHR

25X1A

SECRET

CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

Project Initiation Memorandum

Project No.: 63.1990

Date: _____

1. Subject of Proposed Project: Air Corridors to Berlin

2. Statement of Problem: AGM will be prepared giving information on the air corridors for Western traffic to Berlin over East Germany, to include the topics listed in paragraph 2 of the attached memorandum. The report will also discuss briefly the rail, highway and canal routes to Berlin, to set the air traffic situation in the perspective of the total traffic picture.

3. Requester: M. Serge Peter Karlov, State Dept. Operations Center

4. Responsible Analyst, Branch: [redacted] with assistance of [redacted] (assistance on the Berlin Corridors attached.)

5. Kind and Extent of Cooperation Desired From:

a. Other Divisions of the G Area (include maps): D/GI will prepare

1. D/GI Domestic Procurement: 10 maps & 10 maps.

c. Other Parts of CIA: Information will be secured from OSI

d. Outside CIA: Berlin Allied Group, Defence Dept. (probably)

6. Estimated Manhours in D/GI: 120

7. Probable Completion Date: 23 March 62 (publication date)

8. Probable Form of Final Publication: GM

9. Recommendations for Distribution of Finished Report:

Necessary, separate, separate (maybe 100) + standard distribution

10. Comments:

Approved:

Chief, Geography Division

Chief, Geographic Research

Date

Assistant Director, ORR

Date

CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

Project Initiation Memorandum

Project No.: 63.1990

28 February 1962

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3. Requester: Sarge Pater Karlow, State Department Operations Center. Memorandum of 27 February 1962, on the subject Assistance on the Air Corridors, is attached.
4. Responsible Analyst, Branch: [REDACTED] with assistance of [REDACTED]
5. Kind and Extent of Cooperation Desired From:
 - A. Other Divisions of the G Area: D/GC will prepare map or maps.
 - B. Other Parts of CIA: Information will be secured from OSI.
 - C. Outside CIA: Berlin Alert Group, Defense Department, probably.
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7. Publication Date: 23 March 1962
8. Form of Final Publication: CIA/RR GM.
9. Recommendations for Distribution of Finished Report: Standard dissemination for GM plus necessary copies to requester (probably 100).

Chief, Geography Division

Approved:

Chief, Geographic Area

Date

Assistant Director, ORR

Date

S-E-C-R-E-T

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

27 February 1962

MEMORANDUM FOR: Deputy Director (Intelligence)

ATTENTION: [REDACTED] 25X1A

SUBJECT: Assistance on the Air Corridors

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2. The study should include most or all of the following:

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- (c) The location of Soviet airfields
- (d) The location of SAM sites (confirmed and probable)
- (e) The location of ECM equipment (confirmed and probable)
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3. I would appreciate an estimated date of completion.

(signed)

SERGE PETER KARLOW

cc:

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2 - EE [REDACTED]

2 - DD/P (files)

1 - Chrono

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